



BARTalk

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Third Decade of Revenue Service Begins Today

The dream and vision of BART became a reality 20 years ago today on a warm and sunny September 11, 1972. Opening ceremonies and official ribbon-cuttings, one at each of the 12 stations to open that day, began at 10 am.

BART's first paying passengers streamed through the turnstiles at the Lake Merritt Station and stepped aboard the train standing at the platform. Gertrude Guild, a resident of Oakland who had waited patiently to be at the head of the line, held her ticket ready. At noon, B. R. Stokes, then BART's General Manager, declared the system officially open. Mrs. Guild inserted her ticket into the automatic equipment, stepped into the paid area of the concourse and became a part of BART history.

Below on the platform, a two-car train awaited its first passengers. The shiny new aluminum cars seemed to gleam and beam in anticipation of BART's very first revenue run. Only part of the system was opened that day. This first leg stretched over 26 miles from Fremont to MacArthur Station in north Oakland.

Most people on hand for the opening ceremonies 20 years ago today must have felt a mixture of feelings. They were both happy that the system was up and running and relieved that the intense effort to build a rapid transit system in the Bay Area was coming to a close. They knew that the first definite steps that eventually led to the BART system were taken in 1943, when a joint Army-Navy Board had been ordered to look into the problem of traffic and transit problems that were expected to emerge as

soon as the Second World War was over. The country would be getting back to normal peacetime activities. There was bound to be a pent-up demand for automobiles and a desire to get out and drive them.

The Joint Board had recommended in 1947 that a vehicular tube be constructed between the east and west sides of San Francisco Bay as a key part of a regional rapid fixed-track transit system.

Now in September, 1972, a quarter of a century after the Army-Navy recommendation, BART was opening its doors for passenger traffic. Those at the opening ceremonies could look back on 25 years of hard work and plenty of frustrations and delays but also with an enormous amount of satisfaction. It took work to convince the State legislature in Sacramento to lend its sanction to a Bay Area Rapid Transit Commission and then a Bay Area Rapid Transit District. It took work to get the legislature to fund a study for a regional transit system and to pay for the engineering studies that actually laid out the routes and provided the nitty-gritty specifications for the system.

It took work to convince the supervisors and the voters in Alameda, Contra Costa and San Francisco counties to approve the plan and to okay the issuance of bonds for \$792 million to pay for the construction of the fixed portions of the system, not counting the Trans-Bay Tube, which was to be paid for from bridge tolls.

It took work to overcome the snags and snarls inherent in the 'cutting edge' technology employed in the design and

construction of the system and its components.

It took work to apply aerospace technology and procedure to the building of a rapid transit system, nearly 60 years after the last transit system had been constructed in this country.

It certainly took perseverance and tenacity. Solutions to problems that looked pretty good on paper didn't always prove to be so good in practice. Okay, back to the drawing boards! Try another approach.

And it took time. It took time to build it right, especially with local communities requesting, and sometimes demanding, changes in the routes and specifications that had already been approved by voters in 1962! Every single change cost money and BART entered into 166 agreements with local communities for changes in the system.

It took some savvy on the part of BART

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BART is celebrating its completion of 20 years and the beginning of its third decade of passenger service today with a special public observance in San Francisco at the Justin Herman Plaza at the foot of Market Street.

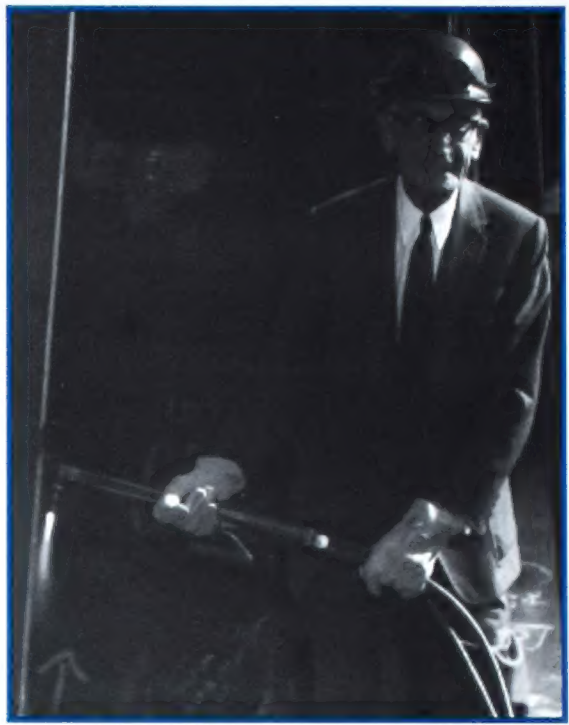
Live entertainment will feature the jazz group of Jules Broussard plus a special appearance by Val Diamond of Beach Blanket fame; and her band, Crosswind.

The celebration is being held in conjunction with the Third Annual Commuter Fair, sponsored by the Transportation Management Association of San Francisco, featuring transit providers, environmental and commuter groups and more live music.

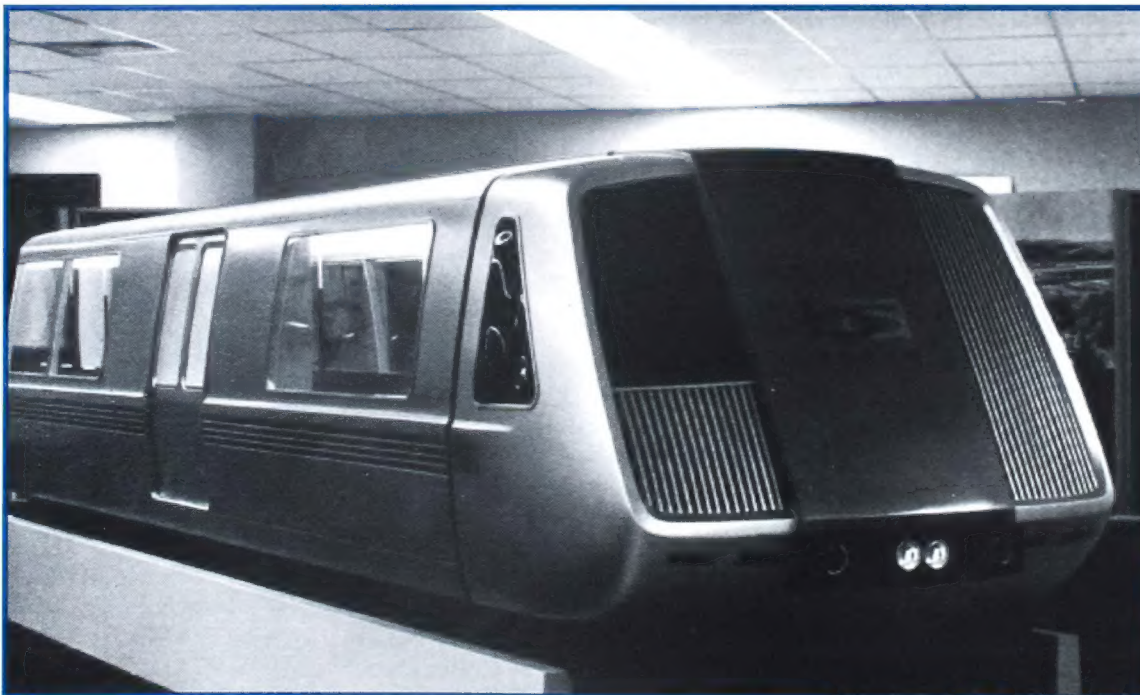
A cake-cutting ceremony at noon, including various BART and community officials, will mark the official observance of BART's first day of passenger service on September 11, 1972.



Ribbon-cutting at Lake Merritt Station, September 11, 1972. From left are, Joseph Alioto, Mayor of San Francisco and BART Board Vice President, Bill Chester, also a BART Board Vice President, and Frank Ogawa, Vice Mayor of Oakland.



Adrien J. Falk, the District's first president, wields a torch at the ceremonies marking placement of one of the Trans-Bay Tube sections.



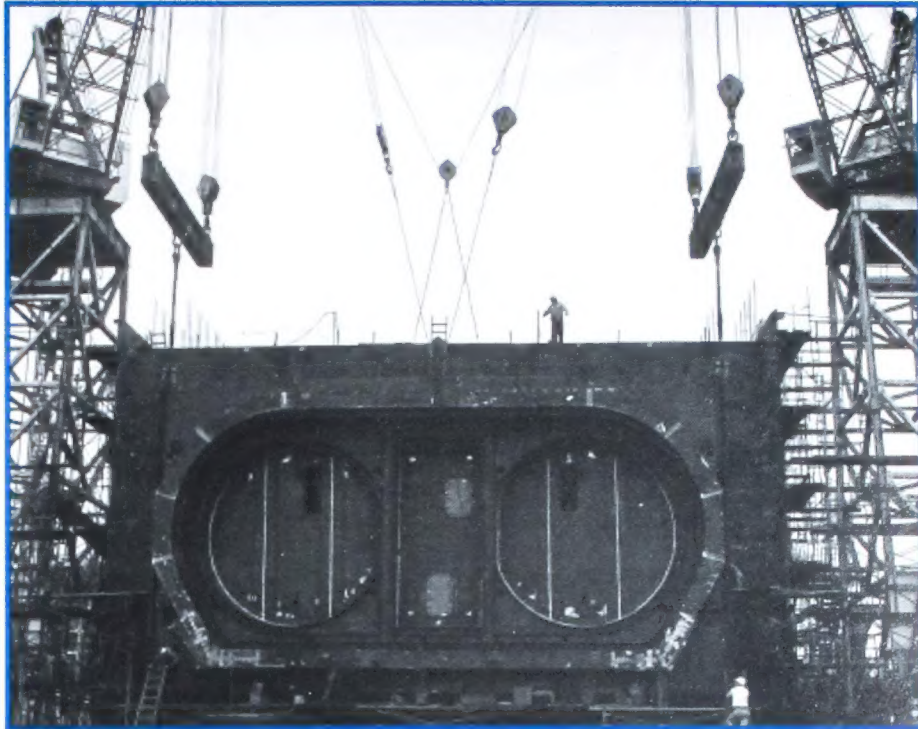
A model of an early design of the A car.

Building the double-decker subway in San Francisco. BART built both the Municipal Railway subway for Muni streetcars and, in a deeper level, its own subway to carry trains.





Artist's rendering of a section of the Trans-Bay Tube as it is lowered into place in the trench at the bottom of San Francisco Bay. The small figures represent divers who will help in aligning and affixing the new section to the other sections already in place. The actual light conditions at the bottom of the Bay was pitch blackness. Powerful underwater lights aided the divers in finding their way.



End view of one of the 57 sections of the Trans-Bay Tube in a Shipway in South San Francisco.

A 1960 conception of what BART's A cars might look like. The conception is superimposed on a photograph of actual Bay Area topography. Yes, that's Mt. Tamalpais south of Mill Valley in the background. In 1960, when this photograph was distributed, Marin County was still part of the District. It withdrew in 1962.



President Richard Nixon and his wife took a ride on BART on September 27, 1972, not long after the first day of revenue service began. At right is B.R. Stokes, the District's General Manager at that time.

20-Year BART Employees Remember First Day of Service

Five of BART's current employees came to work for the District on September 11, 1972, the first day of revenue service. They are James Brown, Flavio Diaz, John Konjicija, Gary Switzer and Hector Torres.

Except for Flavio Diaz, who was out ill, BART talked to the five men and asked them how they felt to have their 20th anniversary coincide with the District's 20th anniversary:

James Brown, a utility worker at the Hayward Shop, was working at the old Greyhound repair shop on 13th Street in Oakland, when he heard about an opening at BART.

"It was sheer coincidence that my first day at BART was BART's first day of revenue service," James says, "but I knew about it. Everybody was talking about it."

James lives in El Sobrante with his wife, Willia, and their 18-year-old daughter, Staci.

His chief hobby is fishing with a few BART co-workers. Sometimes they fish at reservoirs in the Bay Area, but at other times they head north to Clear Lake and Indian Valley Reservoir and even up to Lake Shasta. What do they catch? Bass and trout. Usually they release the bass but they keep the trout—and smoke it!

Most people don't expect to turn on the evening news and see the streets of their hometown under shellfire, but that's been a daily occurrence lately for **John Konjicija**, an electrical maintenance worker who works the swing shift from the Daly City Yard.

John was born in what used to be Yugoslavia, now the scene of grim and deadly fighting between two of the region's ethnic groups. He has not been able to talk by telephone to relatives in Sarajevo, including a stepfather, an aunt and several neices and nephews, for weeks. John is Croatian and the daily television scene of violence and death are disturbing. "It hurts very much," he says, "it sure hurts," when he sees familiar streets and landmarks under fire and knows that people are being injured and killed.

He came to this country in 1965, seeking freedom and a better life. He did not get involved in political issues in his homeland. "I minded my own business and kept my nose clean," John says. "Of course, I wasn't happy with the government, but I didn't make any trouble when I was there. So, I didn't have a problem when I wanted to

leave."

John was working temporarily for an industrial alarm company when a friend, whose wife worked at BART, gave a glowing description of the opportunities at the District. He took his friend's advice and ended up going to work for BART 20 years ago today. He was told to report to the Hayward Station and to be available just in case there were any electrical problems on that first day of revenue service.

Ever since he was 12, he's been interested in shortwave radio and electronics. He works on the M line, primarily at the Civic Center and 24th Street stations.

He and his wife, Ann, live in San Bruno. They have a daughter, Mariann, 16, and a son, John, 12.

"What beautiful equipment!" were the first words out of **Gary Switzer's** mouth 20 years ago today when he walked into the Hayward Shop. It was Gary's first day on the job and it also happened to be BART's first day of revenue service.

Looking back over two decades, Gary muses about how fast time seems to fly. "The years have gone by swiftly," he says, "and I've had new opportunities as I learned more and more about the BART system."

Even with 20 years of BART service, Gary's not quite ready for retirement. "I've still got a few years to go before I think about retirement. What I'm looking for is the completion of the extensions to West Pittsburg, Dublin, Warm Springs and Colma. I am really looking forward to the next four or five years as BART expands and becomes an even more important part of the Bay Area's public transit network.

One big plus about working at BART, Gary notes, is the District's employees. "I've met a lot of great people here at BART," he says.

He smiles and says, "Look out, San Jose! BART's on its way to you, too. Yes, that's something I'd really like to be around for. But on this 20th anniversary of BART revenue service and employment, I'm very proud to be a part of the team that makes it all work."

Hector Torres works as a vehicle maintenance worker assigned to the Daly City Shop. He came to work for BART 20 years ago today as a utility worker at the Hayward Yard.

"I learned a lot while working for BART," Hector says. "I came with a two-year automotive mechanics school certificate, but very soon the opportunity to learn the workings of the BART vehicles allowed me to advance and provide a good life for family," he says.

"I have enjoyed my work and I take a great deal of pride in what BART means to the people of the Bay Area and in knowing that I'm one of those who make the system work," he says with pride in his voice. Hector plans to retire in December of this year.

He was born in Puerto Rico and came to the United States in 1951. He served in the Korean War. He has two children, both of them married with children of their own. **b2**

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officials to convince the Legislature to come up with \$150 million to pay for BART's passenger cars. And the Legislature also permitted the BART counties, if their voters approved, to levy a sales tax to help pay for BART operations.

By 1974, two years after Gertrude Guild stepped through that turnstile, the entire system was in operation. Since that first day 20 years ago, BART has racked up almost a billion and a half passenger miles, with nearly 450 million trips through the Trans-Bay Tube and total patronage of slightly over one billion! **b2**

20th Anniversary T-Shirts are available in the Pass Office for \$7. These light blue T-shirts have the 20th Anniversary logo across the top of the shirt. Designed by System Service Worker, Bert Domondon, the logo is black, silver, blue and hot pink. Sizes are large and extra large.



BARTalk

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